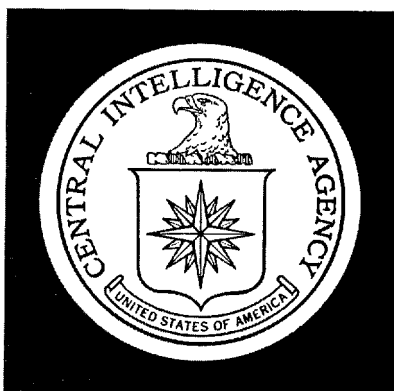


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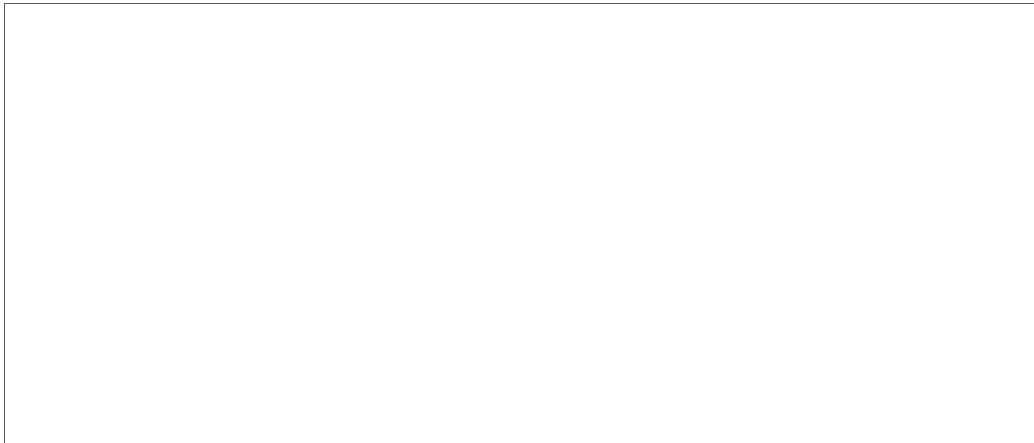
Intelligence Memorandum

*Foreign Shipping to North Vietnam During
November 1968*

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ER IM 68-159
December 1968

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Foreword

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in ship arrivals and cargoes from Communist China and, to a lesser extent, in cargoes carried by ships of the Free World. Soviet and Eastern European ship arrivals and cargoes and Free World arrivals are not likely to be changed significantly. To reflect changes in previous reports, a table showing monthly arrivals, by flag, is included in this memorandum. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
December 1968

INTELLIGENCE MEMORANDUM

Foreign Shipping to North Vietnam
During November 1968

Summary

Seaborne imports to North Vietnam decreased by 14 percent -- from 164,000 tons in October to 141,000 tons in November -- despite an increase in foreign ship arrivals from 34 to 42. A drop in dry cargo deliveries by Soviet large-hatch ships from the Black Sea accounted for most of this decline. Deliveries of foodstuffs (68,000 tons) were higher than in October, while those of petroleum (24,000 tons), fertilizer (4,000 tons), and general and miscellaneous cargo dropped sharply from October volumes. Timber deliveries (8,000 tons) were at a record level. Seaborne exports climbed to 74,000 tons in November, 59 percent above the volume in October. Coal exports of 62,000 tons were the highest in six months, and exports of general and miscellaneous cargo of 12,000 tons were the highest in 17 months. The latter included 4,000 tons of rice, the largest monthly exports of this commodity since early 1965. No seaborne imports of arms or ammunition were detected during November. Projected seaborne imports for December show an increase to about the monthly average in January-November -- 160,000 tons.

Ship congestion at Haiphong continued to decrease in November but was still far greater than the low of May 1968. The average number of dry cargo ships in port per day dropped from 33 in October to 29 in November, compared with 16 in May.

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research with assistance from the Imagery Analysis Service. Information on ship arrivals was coordinated with the Naval Intelligence Command.

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The average layover time for departing dry cargo ships fell from 35 days in October to 30 days in November, compared with 14 days in May. The cargo discharge rate at Haiphong in November remained well below the high rate achieved in July, probably because of a reduction in berthing capacity stemming from silting alongside the transit and fishing wharves.

Ships carrying foodstuffs continued to receive the highest priority in berthing and offloading. SL-1 coastal vessels docked at the main wharves for the first time to load grain from stacks on the piers for further dissemination to coastal points south of Haiphong. Construction of the wharf extension at Haiphong has not progressed since the disruptive storms of late August and early September. During November the suction dredge *Zemlesos 8* was operating in the main channel entrance to Haiphong for the first time in more than two years.

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Situation at the Ports

1. Congestion at Haiphong was reduced somewhat in November but remained heavy. The average number of dry cargo ships in port per day fell from 33 in October to 29 in November, five less than the record high in September and 13 more than the low of May 1968. Average layover times for dry cargo ships departing Haiphong declined from 35 days in October to 30 days in November, the lowest average since July. The high priority given to ships carrying bulk food (and in some cases to other bulk commodities such as cement and lumber) enabled nine ships to depart from Haiphong during November after stays of eight days or less. At the other extreme, four Free World ships that had arrived in August and suffered extensive delays as a result of the storms in September* departed in November after stays of more than 12 weeks each.**

2. The rate of cargo discharge at Haiphong in November was close to that of October but was below the high rate reached in July. The diminished rate is apparently the result of a reduction in berthing capacity caused by silting alongside the transit and fishing wharves at the time of the September storms. There was additional evidence during November of the increased priority given to the distribution of grain to points remote from Haiphong. SL-1 coastal vessels were observed for the first time loading grain sacks at the Chamber of Commerce Wharves,*** which previously had been reserved for large foreign freighters. Grain was stacked at the edge of the wharves in preparation for loading on

* At least one, the Ruthy Ann (see the photographs), and maybe all four, were damaged during typhoon Wendy on 9 September.

** Thirty-four dry cargo ships departed Haiphong in November. Seventeen delivered bulk cargoes, mostly foodstuffs, and left with turnaround times of 15 days or less, and 11 delivered mostly general and miscellaneous cargo and left with turnaround times of 40 days or more.

*** In the past, these vessels loaded at the fishing wharf. North Vietnam has at least 24 of these small Chinese-built dry cargo ships, each able to carry 200 tons of cargo.

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the coastal vessels and barges (see the photographs). Convoys of up to 12 SL-1's were seen leaving the Haiphong area in November.

3. Most of the incoming cargo unloaded at the Chamber of Commerce Wharves in November apparently left Haiphong within a few days of discharge. Cargo in open storage was reduced slightly in November with the help of a fourth new rail spur. Construction of the wharf extension at the western end of the Chamber of Commerce Wharves has been progressing very slowly; the heavy rains in late August and early September impeded construction, and earth fill that had required six to eight weeks to accumulate was washed away. Some refurbishing of the main piers continues (see the photographs). North Vietnam's largest suction dredge, the *Zemlesos 8*, was observed for the first time since 1966 operating on the Cua Nam Trieu segment of the approach channel to Haiphong (see the map).

Arrivals

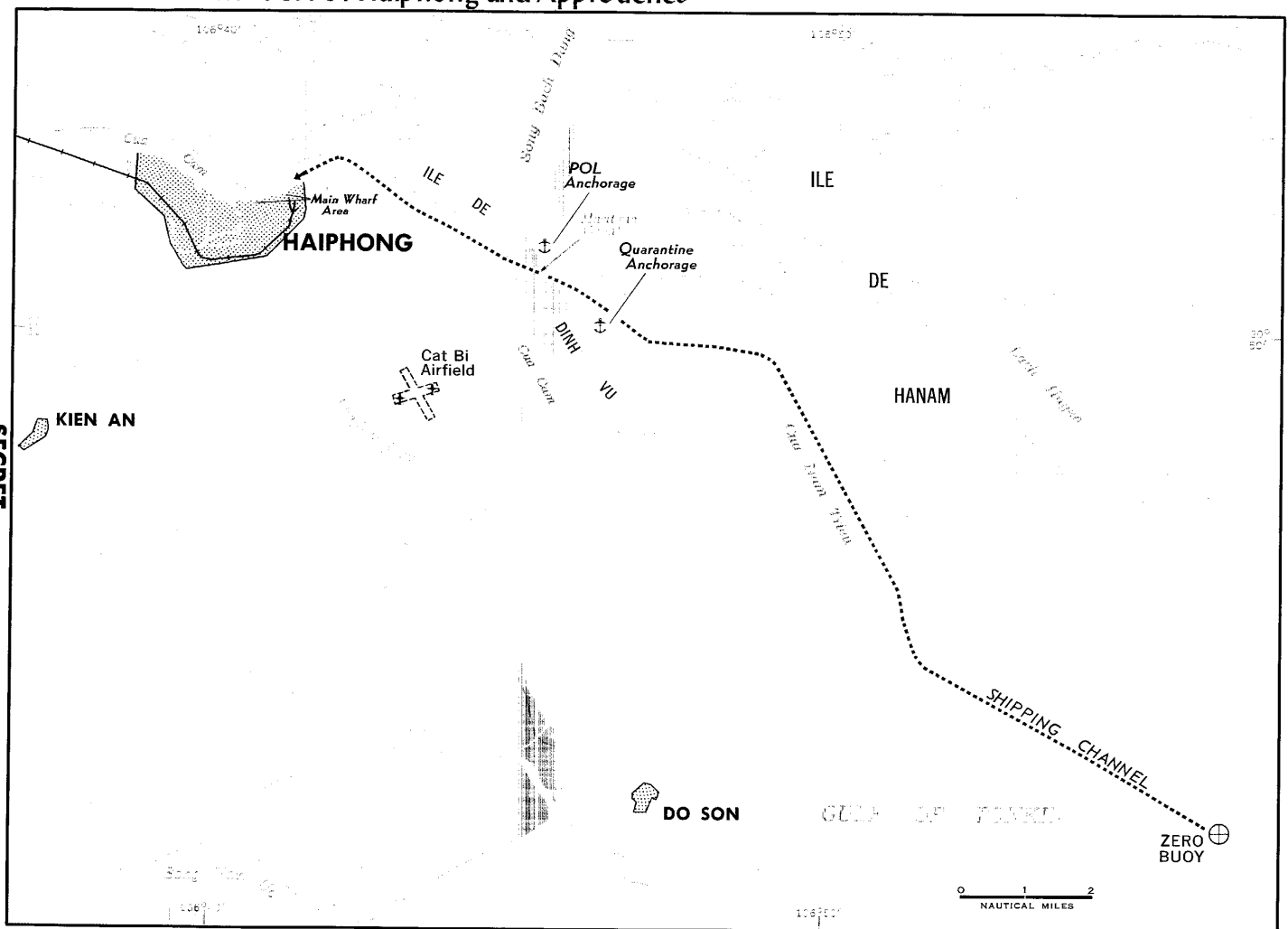
4. Foreign ship arrivals increased from 34 in October to 42 in November (see the chart), principally because of an increase in ships arriving in ballast to load coal. November arrivals were the highest since June but only one above the monthly average for January-October, as shown in Tables 1 and 2 and in the following tabulation:

<u>Flag</u>	<u>Monthly Average</u>			
	<u>Oct 1968</u>	<u>Nov 1968</u>	<u>Jan-Oct 1968</u>	<u>Jan-Oct 1967</u>
<i>Total arrivals</i>	34	42	41.1	32.8
Communist countries	<u>24</u>	<u>29</u>	<u>28.9</u>	<u>26.5</u>
USSR	15	18	17.6	15.0
Eastern Europe	3	3	2.5	2.7
Communist China	5	8	8.3	8.7
Cuba	1	0	0.5	0.1
Free World	<u>10</u>	<u>13</u>	<u>12.2</u>	<u>6.3</u>
United Kingdom	7	9	9.5	5.3
Other	3	4	2.7	1.0

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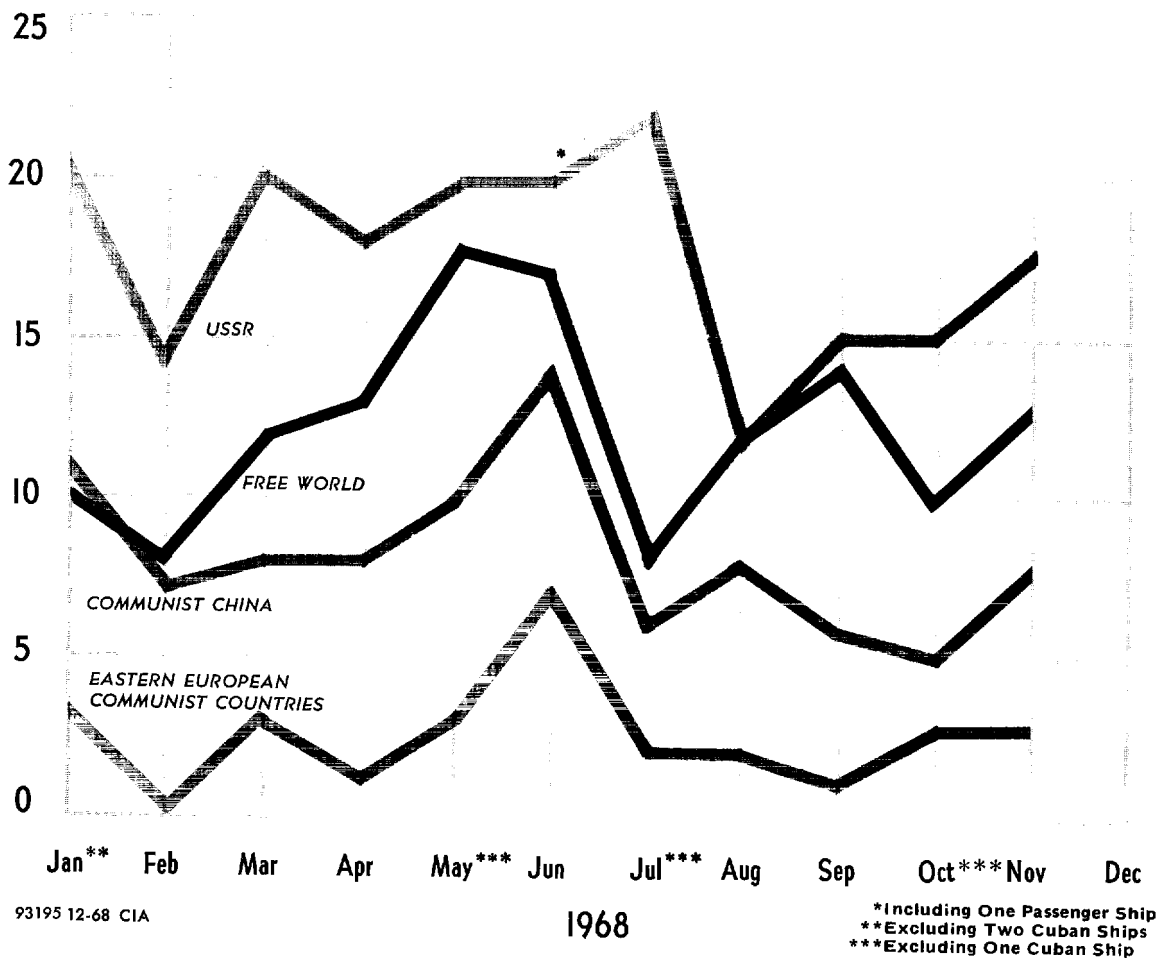
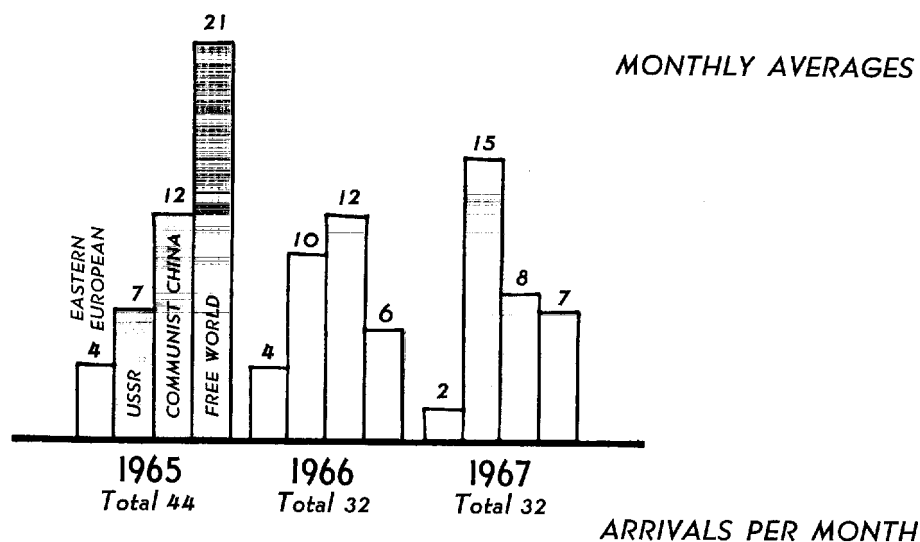
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NORTH VIETNAM: Port of Haiphong and Approaches



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North Vietnam: Foreign-Flag Ship Arrivals



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5. The 18 Soviet ship arrivals in November delivered 39 percent of seaborne imports. Soviet arrivals included six small tankers and 12 small dry cargo ships -- all 18 from Far Eastern ports. For the first time since February 1965, there were no Soviet ship arrivals from the Black Sea.* Only one-half of the 20 Soviet ships that departed in November carried cargo -- six with coal for Japan and four with chromite, fruit, and handicrafts for the USSR.

6. Eight Chinese Communist ships arrived in November and delivered 15 percent of seaborne imports. All of these ships came from South China -- four with foodstuffs (rice and corn), one with cement, one with general and miscellaneous cargo (including pig iron), and two in ballast to load coal. All five departing Chinese Communist ships went to China -- two with coal and three in ballast. The three East European ship arrivals (all Polish-flag ships) delivered 11 percent of seaborne imports. They carried mostly general and miscellaneous cargo from Eastern and Western Europe.

7. The 13 Free World arrivals in November, three more than in October and one above the monthly average in January-October, delivered 35 percent of seaborne imports, slightly above the level in the January-October period. Nine of the 13 were Hong Kong-registered British-flag ships; seven arrived from North China and one each from Singapore and Cambodia. The remaining four arrivals included two Somali-flag ships that arrived from North China, a Cypriot-flag ship from Singapore, and a Singapore-flag ship from North Korea. Six of the 14 Free World ships that departed carried cargo -- three with coal and three with general and miscellaneous cargo (for additional detail on arriving and departing ships, see Tables 3 and 4).

Cargo

8. Seaborne imports decreased by 14 percent to 141,000 tons in November, about 23,000 tons

* Soviet arrivals from the Black Sea in November of previous years were as follows: 1965, one; 1966, one; and 1967, five.

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below the volume in October and the monthly average for the first ten months of 1968.* This decrease was largely the result of the absence of general cargo and fertilizer deliveries from the Black Sea. No dry cargo ships arrived from Soviet Black Sea ports in November, whereas four arrived in October. Deliveries from the USSR (50,600 tons) and Communist China (57,600 tons) accounted for 77 percent of imports in November.

9. Imports of foodstuffs rose to 68,000 tons, the highest volume since August and 11 percent above the monthly average for January-October. Deliveries from China (47,300 tons of rice and corn) were up markedly from the October volume (19,800 tons), while deliveries from the USSR (20,400 tons) were only slightly above the October volume. Except for 900 tons of sugar, all of the foodstuffs imported from the USSR consisted of flour. In September the North Vietnamese had requested the USSR to double the 1968 quarterly rate of flour deliveries for the fourth quarter, but there was no evidence through the end of November that the USSR would comply. Flour shipments from the USSR rose from 12,000 tons in September to 16,000 tons in October and 19,000 tons in November, but they remained below the 21,000-ton monthly average for January-September.

10. Deliveries of petroleum fell to 23,900 tons in November, the lowest total since August (12,900 tons) and 8,400 tons below the monthly average for January-October. All of the petroleum that arrived in November came in bulk from the Soviet Far East aboard six small Soviet tankers. Fertilizer deliveries, which had increased sharply from the 4,600-ton monthly level in August-September to 15,300 tons in October, fell to 4,500 tons in November, well below the monthly average for January-October (13,900 tons). Timber imports reached a record total of 8,000 tons, more than

* There may be a seasonal factor in this decrease. In November 1966 and 1967, imports were significantly below the monthly average for the year.

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four times the monthly average for January-October. All of the timber came in two shipments from Cambodia.*

11. Imports of general and miscellaneous cargo, after increasing steadily since July, declined in November to 36,700 tons,** down from 61,400 tons in October. Deliveries in November were one-third lower than the monthly average for January-October. Only 6,300 tons of general and miscellaneous cargo, principally cement and paper, arrived from the USSR; this was the lowest volume since January. Imports of this category from Communist China fell to 10,300 tons in November, less than half their October volume, and consisted mostly of bituminous coal, steel products, cement, resin, and tugboats. Deliveries from Eastern Europe increased from 12,400 tons in October to 14,400 tons in November and were composed chiefly of machinery and equipment, metals, chemicals, vehicles, tires and tubes, textiles, and barges. Almost 5,000 tons of steel products, railroad construction equipment, and cement arrived from North Korea. No seaborne imports of arms or ammunition were detected during November.

12. Seaborne exports increased sharply from 46,400 tons in October to 73,700 tons in November, more than one-third above the monthly average for January-October (see Table 6). Coal exports rose to 61,900 tons, the highest level since May (41,000 tons from Cam Pha and 20,900 tons from Hon Gai). Most of the coal went to Japan (39,300 tons)***;

* The unusually large volume of timber imports in November is probably related to the expanded reconstruction efforts since the total bombing halt on 1 November. Both shipments left Cambodia in mid-November, two weeks after the cessation of bombing was announced.

** The composition of 23 percent of the general and miscellaneous cargo imported in November has not yet been identified.

*** In November a Japanese steamship company increased efforts to substitute its ships for Soviet and Hong Kong-flag ships carrying coal from North Vietnam to Japan. Now that the hazards of sailing to North Vietnam have been sharply reduced, the Japanese seaman's union has withdrawn its opposition to participation [footnote continued on p. 8]

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the remainder went to China (17,600 tons) and Cuba (5,000 tons).^{*} General and miscellaneous cargo exports rose from 3,100 tons in October to 11,900 tons in November, well above the monthly average of 5,000 tons for January-October. The November total included about 4,000 tons of rice for Indonesia, the largest monthly volume of rice exports since early in 1965.^{**}

in the trade, but the Japanese government may exert pressure against renewed participation of Japanese-flag ships in this trade.

^{*} The first export of coal to Cuba since June 1967.

^{**} With cheaper rice substitutes such as corn from China and wheat flour from the USSR available for a portion of its dietary needs, North Vietnam is apparently exporting small quantities of rice to earn hard currency. The tonnage exported in November represents about 2 percent of total rice imports during the first 11 months of 1968.

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Table 1
North Vietnam: Foreign-Flag Ship Arrivals
January-November 1967 and 1968

Flag	January-November 1968												January-November 1967		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total Arrivals	Percent	Total Arrivals	Percent
Total	<u>46</u>	<u>29</u>	<u>43</u>	<u>40</u>	<u>52</u>	<u>58</u>	<u>39</u>	<u>34</u>	<u>36</u>	<u>34</u>	<u>42</u>	<u>453</u>	<u>100.0</u>	<u>354</u>	<u>100.0</u>
Communist countries	<u>36</u>	<u>21</u>	<u>31</u>	<u>27</u>	<u>34</u>	<u>41</u>	<u>31</u>	<u>22</u>	<u>22</u>	<u>24</u>	<u>29</u>	<u>318</u>	<u>70.2</u>	<u>286</u>	<u>80.8</u>
USSR	20	14	20	18	20	20	22	12	15	15	18	194	42.8	165	46.6
Eastern Europe	3	—	3	1	3	7	2	2	1	3	3	28	6.2	28	7.9
Albania	—	—	—	—	—	1	—	—	—	—	—	1	0.2	1	0.3
Bulgaria	—	—	—	—	1	1	—	—	—	1	—	3	0.7	4	1.1
Poland	3	—	3	1	2	5	2	2	1	2	3	24	5.3	23	6.5
Communist China	11	7	8	8	10	14	6	8	6	5	8	91	20.1	92	26.0
Cuba	2	—	—	—	1	—	1	—	—	1	—	5	1.1	1	0.3
Free World	<u>10</u>	<u>8</u>	<u>12</u>	<u>13</u>	<u>18</u>	<u>17</u>	<u>8</u>	<u>12</u>	<u>14</u>	<u>10</u>	<u>13</u>	<u>135</u>	<u>29.8</u>	<u>68</u>	<u>19.2</u>
Cyprus	1	1	—	—	3	2	—	3	1	1	1	13	2.9	5	1.4
Italy	—	—	1	—	—	—	—	—	—	—	—	1	0.2	2	0.6
Japan	—	—	—	—	1	—	—	—	—	—	—	1	0.2	—	—
Kuwait	—	—	—	—	—	—	—	—	1	—	—	1	0.2	—	—
Lebanon	—	—	—	1	—	1	—	—	—	—	—	2	0.4	—	—
Malta	—	—	—	—	—	1	—	—	—	—	—	1	0.2	3	0.8
Singapore	—	—	1	1	—	1	—	—	1	—	1	5	1.1	—	—
Somalia	—	—	—	—	—	—	2	—	—	2	2	6	1.3	—	—
United Kingdom	9	7	10	10	14	12	6	9	11	7	9	104	23.0	58	16.4
Illegal flag	—	—	—	1 a/	—	—	—	—	—	—	—	1	0.2	—	—

a. This ship, the Yvonne, was under Greek registry when it departed for North-Vietnam. However, when the Greek government learned where the Yvonne was going, it rescinded the ship's registry. The ship then unsuccessfully tried to obtain Cypriot registry, and finally arrived in North Vietnam in mid-April illegally flying the Cypriot flag.

Table 2

North Vietnam: Tonnage of Foreign-Flag Ship Arrivals a/
January-November 1967 and 1968

Type of Ship and Flag	1968						1967	
	October		November		January-November		January-November	
	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons
Total	<u>24</u>	<u>177.3</u>	<u>42</u>	<u>173.6</u>	<u>453</u>	<u>2,201.8</u>	<u>354</u>	<u>1,757.3</u>
Dry cargo	28	150.0	36	153.8	383	1,915.7	315	1,551.4
Tanker	6	27.3	6	20.0	70	286.1	39	205.9
Communist countries	<u>24</u>	<u>130.3</u>	<u>29</u>	<u>117.2</u>	<u>318</u>	<u>1,548.0</u>	<u>286</u>	<u>1,416.1</u>
USSR	15	86.2	18	58.1	194	906.4	165	843.6
Eastern Europe	3	20.0	3	23.7	28	210.8	28	216.6
Communist China	5	14.7	8	35.4	91	383.8	92	346.3
Cuba	1	9.4	--	--	5	47.0	1	9.5
Free World	<u>10</u>	<u>47.1</u>	<u>13</u>	<u>56.6</u>	<u>135</u>	<u>653.9</u>	<u>68</u>	<u>341.2</u>

a. The aggregated tonnage of ships calling does not necessarily reflect the actual volume of cargoes moving into and out of North Vietnam, but is of value as an indicator of relative changes in the volume of shipping.

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Table 3

North Vietnam: Origin of Foreign-Flag Ship Arrivals, by Flag
November 1968

Flag	Type of Vessel	Origin	Port of Arrival	Cargo	Charter #/	Number
USSR	Tanker	USSR (Far East)	Haiphong	Bulk petroleum		18
	Dry cargo	USSR (Far East)	Haiphong	Bulk food		6
	Dry cargo	USSR (Far East)	Haiphong	Food and general and miscellaneous		3
	Dry cargo	USSR (Far East)	Haiphong	General and miscellaneous		3
	Dry cargo	North Korea	Haiphong	Fertilizer, and general and miscellaneous		1
	Dry cargo	Cambodia	Haiphong	Timber		1
	Dry cargo	Hong Kong	Cam Pha	In ballast to load coal		1
Eastern European						3
1	Dry cargo	Eastern Europe	Haiphong	Food and general and miscellaneous		1
11	Dry cargo	Eastern and Western Europe	Haiphong	Food and general and miscellaneous		1
1	Dry cargo	Eastern and Western Europe and Singapore	Haiphong	Food and general and miscellaneous		1
Communist China						8
	Dry cargo	Communist China	Haiphong	Bulk food		4
	Dry cargo	Communist China	Haiphong	General and miscellaneous		2
	Dry cargo	Communist China	Cam Pha	In ballast to load coal		2
Free World						13
	Dry cargo	Communist China	Haiphong	Bulk food	Communist China	7
	Dry cargo	Communist China	Haiphong	General and miscellaneous	Communist China	1
	Dry cargo	North Korea	Haiphong	Fertilizer and general and miscellaneous	North Vietnam	1
	Dry cargo	Cambodia	Haiphong	Timber and general and miscellaneous	North Vietnam	1
	Dry cargo	Singapore	Haiphong	In ballast	North Vietnam	1
	Dry cargo	Singapore	Cam Pha	In ballast to load coal	North Vietnam	1
	Dry cargo	Communist China	Hon Gai	Bulk food	Communist China	1

a. Data for Free World ships only, all under time charter.

Table 4

North Vietnam: Destination of Foreign-Flag Ship Departures, by Flag
November 1968

Flag	Type of Vessel	Destination	Port of Departure	Cargo	Number
USSR	Tanker	USSR (Far East)	Haiphong	In ballast	20
	Dry cargo	USSR and North Korea	Haiphong	General and miscellaneous	6
	Dry cargo	Singapore	Haiphong	General and miscellaneous	1
	Dry cargo	Singapore	Haiphong	In ballast	2
	Dry cargo	Japan	Hon Gai	Coal	1
	Dry cargo	Japan	Cam Pha	Coal	3
	Dry cargo	Cambodia	Haiphong	In ballast	3
	Dry cargo	North Korea	Haiphong	In ballast	1
	Dry cargo	Indonesia	Haiphong	General and miscellaneous	1
	Dry cargo	Indonesia	Haiphong	In ballast	1
Eastern Europe	Dry cargo	Eastern Europe	Haiphong	General and miscellaneous	3
	Dry cargo	Singapore and transshipping cargo to Hong Kong and Indonesia	Haiphong	General and miscellaneous	2
					1
Communist China	Dry cargo	Communist China	Haiphong	In ballast	5
	Dry Cargo	Communist China	Cam Pha	Coal	3
	Dry cargo	Communist China	Hon Gai	Coal	1
Cuba					1
	Dry cargo	Cuba	Cam Pha	Coal and general and miscellaneous	1

Table 4 (Continued)

North Vietnam: Destination of Foreign-Flag Ship Departures, by Flag
November 1968

<u>Flag</u>	<u>Type of Vessel</u>	<u>Destination</u>	<u>Port of Departure</u>	<u>Cargo</u>	<u>Number</u>
Free World					14
13 - United Kingdom	Tanker	Communist China	Haiphong	In ballast	1
	Dry cargo	Communist China	Haiphong	In ballast	6
	Dry cargo	Japan	Cam Pha	Coal	2
	Dry cargo	Malaysia	Hon Gai	Coal	1
Cyprus	Dry cargo	Singapore	Haiphong	General and miscellaneous	1
	Dry cargo	Singapore	Haiphong	General and miscellaneous (including transshipment cargo for Japan, Lebanon, and Western Europe)	1
Somalia	Dry cargo	Communist China	Haiphong	In ballast	1
Singapore	Dry cargo	Hong Kong	Haiphong	General and miscellaneous (and transshipment cargo for Japan and Western Europe)	1

Table 5

North Vietnam: Imports carried on Foreign-Flag Ships a/
November 1968 and January-November 1967 and 1968

Flag	November 1968						Thousand Metric Tons	
	Foodstuffs	Fertilizer	Petroleum	Timber	General and Miscellaneous <u>b/</u>	Total	January-November	
							1967	1968
Total	<u>68.0</u>	<u>4.5</u>	<u>23.9</u>	<u>8.0</u>	<u>36.7</u>	<u>141.0</u>	<u>1,286.8</u>	<u>1,777.4</u>
Communist countries	<u>36.2</u>	<u>1.1</u>	<u>23.9</u>	<u>1.0</u>	<u>29.4</u>	<u>91.5</u>	<u>1,002.2</u>	<u>1,183.7</u>
USSR	20.4	1.1	23.9	1.0	9.1	55.5	607.3	777.5
Eastern Europe	0.3	--	--	--	14.8	15.1	94.4	153.9
Communist China	15.4	--	--	--	5.5	20.9	288.3	206.3
Cuba	--	--	--	--	--	--	12.2	46.0
Free World	<u>31.8</u>	<u>3.4</u>	<u>0</u>	<u>7.0</u>	<u>7.3</u>	<u>49.5</u>	<u>284.6</u>	<u>593.7</u>

a. Imports include some estimates of cargoes, using methods which have proved to be highly reliable.
b. Including unidentified cargo of 8,400 tons.

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Table 6

North Vietnam: Exports Carried on Foreign-Flag Ships ^{a/}
November 1968 and January-November 1967 and 1968

<u>Flag</u>	<u>November 1968</u>			<u>Thousand Metric Tons</u>	
	<u>Coal</u>	<u>General and Miscellaneous</u>	<u>Total</u>	<u>January-November</u>	
				<u>1967</u>	<u>1968</u>
Total	<u>61.9</u>	<u>11.9</u>	<u>73.7</u>	<u>531.2</u>	<u>621.1</u>
Communist countries	<u>42.8</u>	<u>6.0</u>	<u>48.7</u>	<u>458.0</u>	<u>512.4</u>
USSR	24.2	2.1	26.3	239.9	177.3
Eastern Europe		3.8	3.8	54.7	30.4
Communist China	13.6		13.6	158.0	293.8
Cuba	5.0	0.1	5.0	5.4	10.9
Free World	<u>19.1</u>	<u>5.9</u>	<u>25.0</u>	<u>73.1</u>	<u>108.7</u>

a. Exports include some estimates of cargoes, using methods which have proved to be highly reliable.

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